

# I-375 RECONNECTING COMMUNITIES PROJECT

## QUESTIONS & ANSWERS

1) **What are the community outreach and engagement planning strategies and execution?**

MDOT in collaboration with the city of Detroit created a resident and stakeholder Local Advisory Committee (LAC) made of residents, businesses, non-profits, churches and community groups most directly impacted by the project. The group is tasked with providing meaningful input and ideas on project elements. MDOT holds LAC meetings monthly. In addition MDOT briefs local elected officials and public agency representatives every quarter. The Project Team also hosts public meetings to gather broader feedback on the project. Postcards to residents and businesses 1-mile out from I-375, news releases, social media, and other notifications are used to inform the public about meetings. Opportunities to engage will be listed online at [www.Michigan.gov/I375](http://www.Michigan.gov/I375).

2) **What is the mentor/protégé framework? The overall percentage of Disadvantaged Business Enterprise (DBE) for consultants/design professionals? Are there Small Business Enterprise (SBE) contracts for consultants?**

The Consultant Mentor-Protégé Program is designed to assist in sustaining and enhancing the capacity of small business consultants to compete for new vendor-consultant procurement opportunities successfully. There is also an opportunity to promote improved performance and efficiencies in procuring and delivering effective and efficient engineering and technical services to the Department.

The MDOT Mentor-Protégé Program offers certified SBEs and DBEs (The Protégé) the opportunity to work on MDOT projects under an experienced MDOT Pre-qualified firm (The Mentor) to gain experience and enhance their chances at becoming pre-qualified in one or more areas of Prequalification.

To participate in the Mentor/Protégé program, the Protégé must have an approved Protégé application submitted to the Mentor-Protégé Committee, per the instructions on the application. You can find more information on the program and instructions on the application and selection process at the following link:

<https://www.michigan.gov/mdot/business/contractors/sbp>

MDOT has not yet decided on the DBE goal for the I-375 project. This information will be available in the fall and shared with the industry as soon as it is known.

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MDOT will issue RFPs for three Small Business opportunities to augment the Project Management Team. One will seek Small Business participation to help execute the communications strategy around the project. The second RFP will strive to bring on board a historian and urban planner to reflect the history of Black Bottom and Paradise Valley in the project and its physical environment. The third RFP will Valley in the These RFPs will not require prequalifications, and everyone who meets the criteria established in the RFPs will qualify to respond to the RFPs. When a Design/Builder is selected, they will provide an update on their SBE/DBE plan.

3) **What are the Disadvantaged Business Enterprise (DBE) goals and how they will reflect project's goal to remedy past harm done by I-375 to black business and the black community?**

MDOT has not yet determined the DBE goal for the I-375 project. Per its commitment to the Finding of No Significant Impacts of the Environmental Assessment for the project, MDOT intends to build a solid and robust engagement and outreach program, including training and matchmaking, to maximize opportunities for DBEs' participation in the I-375 project. This commitment includes the outreach and effort to recruit certified SBEs and DBEs, appropriate training, and substantial requirements in the Progressive Design Build RFP.

4) **What will be the size of the contracts for Protégés in the Mentor Protégé program? MDOT has not yet determined the size of contracts for Proteges in the Mentor Protégé program.**

Additional information will be shared in the coming months as the Project Team solidifies the language of the Progressive Design Build contract and the resulting responses.

5) **Does MDOT intend to hire a community outreach consultant?**

MDOT is looking to hire a communications firm to support its communications strategies, including social and traditional media. MDOT will issue a Request for Proposal (RFP) in September 2023.

6) **Through the SBA, I am obtaining my Economically Disadvantaged Women's Own Small Business (EDWOSB) certification. I specialize in trucking. I have my (class A), but I want to know how I can work as a prime/or subcontractor w/MDOT, but I don't have my DBE.**

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The trucking for this project will not begin for at least a year, that will allow time to apply for DBE certification through MDOT. Please visit [www.michigan.gov/mucp](http://www.michigan.gov/mucp) for more information.

7) **Will there be different construction packages for the project?**

MDOT intends to incentivize the Progressive Design Builder to optimize opportunities for SBEs/DBEs. MDOT will have a more definite answer when it receives a proposal from the Progressive Design Build contractor and negotiates its contract.

8) **Would bonding & insurance requirements for professional services be more significant in a Progressive Design Build environment?**

The Project Team has not been able to verify the claim that insurance requirements are significantly higher on Progressive Design Build than on other types of delivery methods.

Further, insurance requirements are a function of DOT policy. MDOT has never done a PDB before. As a result, MDOT has not developed any unique insurance requirements for the I-375 project and cannot validate this claim.

In a PDB delivery method, there is a forum for potential issues like insurance requirements to be discussed between the owners and the PDB, and potentially solved

9) **What are the prequalification categories specific to this project regarding consulting services?**

The following list includes the required prequalification categories that will apply to the I-375 Reconnecting Communities project.

## **A. DESIGN- PROFESSIONAL SERVICES**

### Bridge Design

- Load Rating
- Bridge Design
- Complex
- Scoping

### Traffic Design

- Capacity & Geometric Analysis
- ITS Design & System Manager
- Pavement Markings
- Safety Studies

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- Signals
- Signal Operations
- Signal Operations – Complex
- Signing
- Signing – Non-Freeway
- Work Zone Maintenance of Traffic
- Work Zone Mobility & Safety (TMP)

## Utility Design

- Municipal
- Pump Stations
- Roadway Lighting
- Subsurface Utility Engineering

## Project Development

- Value Engineering Facilitator

## Roadside Development

- Landscape Architecture

## Roadway Design

- Roadway
- Roadway – Intermediate
- Roadway – Complex

## Hydraulic Design

- Hydraulics I
- Hydraulics II

## Geotechnical Design

- Geotechnical & Geotechnical Advanced

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## B. CONSTRUCTION- PROFESSIONAL SERVICES

### Construction Engineering

- Assistance
- Bridges and Ancillary Structures
- Roadway
- Local Agency

### Construction Inspection

- Bridge Painting
- Bridges & Ancillary Structures
- HMA Pavement
- Roadway
- Traffic and Safety

### Construction Testing

- Aggregates
- Concrete
- Density
- HMA
- HMA Assistance

### Construction Services

- Office Technician

## C. ENVIRONMENTAL SERVICES

- Archaeology -Historic
- Archaeology -Prehistoric
- Noise Assessment
- Historic Assessment

## D. SURVEY SERVICES

- Hydraulics
- Right of Way
- Road Design
- Structure
- Construction Staking

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**10) What is the process to ensure maximum percentage of Black Business participation?**

See the response provided in question #3. In addition, please see the graphics in the attachment to this document.

**11) What is the DBE strategy? Will there be any training offered?**

See the response provided in question #3. In addition, please see the graphics in the attachment to this document.

**12) Will incentives be offered to primes for participating in matchmaking or mentor protégé programs?**

MDOT has not determined that an incentive is needed. MDOT will include robust language in the RFP around the use of DBEs, and candidates will be evaluated accordingly.

**13) What annual revenue is needed from a DBE to participate in Mdot projects?**

A firm must be certified with MDOT as a DBE to participate as such on MDOT projects. You can find information on the requirements for certification [here](#).

Federal regulations determine the level of revenues needed to participate as a DBE on federally funded projects. Effective March 1, 2023, the business size limit for applicants and certified DBEs seeking to participate in FHWA and FTA-assisted contracts is adjusted for inflation from \$28.48 million to **\$30.40 million**. This value represents the average annual gross receipts over the firm's previous **3** fiscal years. In addition, only disadvantaged persons with a net worth of less than \$1.32 million can be considered potential qualified DBEs. You may find more information on DBE qualifications and application procedures [here](#).

**14) Will there be opportunities for consulting services in dispute review/dispute avoidance consulting, utility coordination services, coordination work with the City of Detroit Engineering, and other agencies during construction (*i.e., permitting and coordination with other work*)?**

These are services that the Progressive Design Builder may need. When the PDB is onboard, they can provide more complete information on the services required. MDOT will facilitate an SBE/DBE forum and invite the selected Progressive Design Builder to present this information. There will be opportunities for introductions and matchmaking at a future SBE/DBE forum in the winter or spring of 2024.

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## 15) How does Progressive DB affect DBE insurance to participate as a sub to the designer?

See the response to question #8.

## 16) Where do I find additional information on the project?

You can find more information on the I-375 Reconnecting Communities website by clicking [here](#).

### I-375 RECONNECTING COMMUNITIES PROJECT

The I-375 SBE/DBE program is designed to optimize the use of Detroit minority contractors and local hires during the design and construction of the I-375 Reconnecting Communities project.

*The SBE/DBE program on the I-375 Reconnecting Communities Project consists of the following:*

#### Progressive Design Build Contract

with robust requirements around the SBE/DBE participation goal. This approach includes:

- An Evaluation of:**
  - The Design-Builder's understanding of MDOT's I-375 SBE/DBE and workforce development goals
  - The strength/creativity of its proposed SBE/DBE approach
  - A track record of implementation of inclusive contracting
- An Opportunity for:**
  - MDOT and the Design-Builder to jointly develop SBE/DBE approach for construction, including equitable risk sharing approach
  - SBE/DBE inclusion during development of construction sequencing/packaging
- Implementation of a mentor-protégé program during the design**
- Requirement of an innovative tool allowing MDOT to track DBE participation in real-time to manage compliance with DBE goals**
- Include strong provisions to ensure compliance with DBE goals**
- Include strong provisions for prompt payment to DBES**

#### Robust Outreach & Training Program

designed to:

- Bring awareness of the project and its objectives to the SE Michigan DBE community**
  - Maintain a live database of SBE & DBE in SE Michigan in PIMA
  - Using PIMA as a communication and notification tool
  - Hosting quarterly forums, workshops & one-on-one meetings
- Instruct and train local DBEs that provide design and construction services to local agencies and utility companies in obtaining:**
  - MDOT DBE certification
  - MDOT pre-qualifications
- Increase DBE participation:**
  - Offer matchmaking opportunities with the Progressive Design Build Prime contractor once they are onboard
  - Share areas of opportunities for DBE participation early in the process to allow firms to prepare for participation
  - Identify areas of need and offer business and technical training to mitigate these needs
  - Account for small local suppliers and vendors in the DBE goal to foster economic development around the project during construction
  - Identify and address systemic barriers to gain MDOT pre-qualifications
  - Establish a path towards pre-qualifications

#### Local Participation in the Project Management Team

The hiring of SBE/DBE Firms in the following areas:

- Communications needs, media strategy, and PR
- Historian/Urban Designer to address the Black Bottom and Paradise Valley history through aesthetics, art, and placemaking
- Administrative support of the DBE program in reaching its objectives and goals

